

coverage, you have to provide contraceptive services under that broad coverage of insurance, and these four States have identical religious employer exemptions as the rule the President announced.

Let me repeat, Arizona, New York, Oregon and California have identical religious employer exemptions, the same as the rule the President announced. I did not hear Mr. Romney going after the Governors of Arizona or of New York or Oregon or California. This has now become a political issue, and it should not be. It should not be.

Religious institutions continue to serve the public by providing exemplary health, education, and anti-poverty services in these States, and I am hopeful that nothing will change in the rest of the country. Twenty-eight States, half the people who already live in those States that cover the same thing.

The health of women in this Nation is far too important to become a sound bite on the evening news, a headline in the morning paper, or political rhetoric—again, to divide us. The President's policy and what we have done does not divide us. In fact, if anything it unifies the country. I do not think anyone thinks we should pass a law banning contraceptives. We did in the old days, you know. There was a Supreme Court case about that. As a matter of fact, I read it in law school when I was at Catholic University Law School: *Griswold v. Connecticut*, if I am not mistaken.

The Supreme Court said, no; the State has no interest, no vital interest in telling women they cannot use contraceptive services and devices. That is an old case. If someone is conscience-bound and they say they don't want to—that is fine. No one is being forced to do anything against their consciences. No one is being forced to do anything we have not already done in this country in 28 States. But now it has become political rhetoric. How else do we explain Mr. Romney's total misinformation? To try to divide us as a country again.

It is time to put this aside. It is time to put aside these differences, these divisions, and focus on giving people access to the affordable health care they deserve. That is what the Affordable Care Act does, and we should not let political rhetoric, political gamesmanship, a political campaign again try to tear us apart, try to misinform people to inflame passions that somehow we have gone off on a different path; that we are doing something totally different than what we have done before. We are not. We are not. To include in this the inflammatory rhetoric of abortion and all that it entails is doing a disservice to the women of this country.

I hope the truth will get out, that this misinformation will fall by the wayside, and people will see this for the political rhetoric it is, and that we will move forward with a health care

system that does provide broad preventive services to every woman in America. That is what this is about.

I yield the floor. I suggest the absence of a quorum.

The PRESIDING OFFICER. The clerk will call the roll.

The legislative clerk proceeded to call the roll.

Mr. REID. Mr. President, I ask unanimous consent that the order for the quorum call be rescinded.

The PRESIDING OFFICER (Mr. UDALL of Colorado). Without objection, it is so ordered.

MOVING AHEAD FOR PROGRESS IN THE 21ST CENTURY ACT—MOTION TO PROCEED

Mr. REID. Mr. President, I now move to proceed to Calendar No. 311, S. 1813.

The PRESIDING OFFICER. The clerk will report the motion.

The assistant legislative clerk read as follows:

Motion to proceed to Calendar No. 311, S. 1813, a bill to reauthorize Federal-aid highway and highway safety construction programs, and for other purposes.

CLOTURE MOTION

Mr. REID. Mr. President, I have a cloture motion at the desk.

The PRESIDING OFFICER. The cloture motion having been presented under rule XXII, the Chair directs the clerk to read the motion.

The assistant legislative clerk read as follows:

CLOTURE MOTION

We, the undersigned Senators, in accordance with the provisions of rule XXII of the Standing Rules of the Senate, hereby move to bring to a close the debate on the motion to proceed to Calendar No. 311, S. 1813, a bill to reauthorize Federal-aid highway and highway safety construction programs, and for other purposes:

Barbara Boxer, Max Baucus, Mark L. Pryor, John D. Rockefeller IV, Benjamin L. Cardin, Al Franken, Jack Reed, Sheldon Whitehouse, Amy Klobuchar, Bernard Sanders, Patrick J. Leahy, Tom Udall, Frank R. Lautenberg, Richard Blumenthal, Jeff Merkley, Richard J. Durbin, Harry Reid.

Mr. REID. Mr. President, I ask unanimous consent that the mandatory quorum under rule XXII be waived; further, that the cloture vote on the motion to proceed to S. 1813 occur at 2 p.m., Thursday, February 9.

The PRESIDING OFFICER. Without objection, it is so ordered.

FAA CONFERENCE REPORT

Mr. DURBIN. Mr. President, last night, the Senate adopted the final version of a long term reauthorization of the Federal Aviation Administration. The process has been long and less than elegant as we worked through differences between the chambers, across parties and regional differences. I voted for the bill and am pleased that there is now more stable funding and policy to support our national aviation

system. There are aspects of this bill that I do not agree with and would have done differently.

The FAA authorization expired in October of 2007. For more than 4 years, we have been operating on short-term extensions—23 total short term extensions. The FAA, airlines and flying public all deserve a long-term authorization to provide certainty to our national aviation system.

One reason I voted for this legislation is that it is a jobs bill. The FAA estimates commercial aviation is responsible for 5.2 percent of gross domestic product and generates \$1.2 trillion in economic activity. The aviation industry provides \$346 billion in earnings and 11 million jobs. And this bill will help grow those numbers.

The funding provided in this bill will support 280,000 jobs. The economist Mark Zandi said, "Aviation is the glue that keeps the global economy together." This bill will boost our economy now and keep the United States competitive in the global marketplace in the future.

As importantly, this bill will improve the safety of our aviation system. Improving runway safety is one of the National Transportation Safety Board's "Most Wanted" list. There were 988 runway incursions last year. This year there have already been 66 incidents. This bill will require FAA to review all commercial service airports in the United States and initiate action to improve lighting, signage, and runway and taxiway markings.

Another key component of this bill is NextGen, the term we use to describe our transition from radar-based air traffic control system to a GPS-driven system. NextGen will give pilots and air traffic controllers the ability to accurately pinpoint aircraft in the sky—to avoid problems, to monitor traffic, to move things more smoothly, safely and efficiently. The FAA has called for action on implementing NextGen.

Last year, U.S. airlines carried 704 million passengers. Soon, those numbers will increase significantly. The FAA reports that U.S. airlines will carry more than one billion passengers by 2023 and more than 1.2 billion passengers by 2030. Our outdated air traffic control systems cannot safely and reliably handle this increase in traffic. But with NextGen, we hope to triple the capacity of our national aviation system.

This technology will allow planes to fly the straightest, quickest route from point A to point B. And with more precise information and better communication between the ground and the cockpit, we can fit more planes safely in our airspace. Doing so will save airlines at least 3.3 billion gallons of fuel a year—or more than \$10 billion annually by 2025. NextGen should also reduce airport delays significantly.

Chicago's Midway Airport was ranked dead last over the past few months for on-time departures. Chicago's O'Hare airport has won that dubious distinction more than once. The